

AFFAIRS OF THE RAILWAYS.

Exemption from Accidents on Indiana Roads. In the past few months there has been an unusual exemption from accidents on Indiana roads. In fact, there have been but two at all serious in character, and on several roads hardly a wheel has left the tracks. On the Indianapolis, Decatur & Springfield, it is stated that less than 80,000 will cover all damages to equipment through accidents, and the road has averaged eight trains daily. On the Indianapolis & St. Louis, which in years past has had more than its share of accidents, none of importance has occurred. On the Vandalia there have been two or three wrecks of freight trains, the result of overloading cars, but no accident has occurred to the passenger trains. The Jeffersonville, Madison & Indianapolis, which, without question, does more fast running than any Indianapolis road, has had no trouble worth speaking of from this source, and the Chicago, St. Louis & Pittsburgh has, as well, been very fortunate. The Cincinnati, Indianapolis, St. Louis & Chicago, which is usually among the most fortunate, has had two rather expensive wrecks, but the personal injuries were not of a very serious character. The Lake Erie & Western has had but one accident which could be classed among the serious ones. The Ohio, Indiana & Western has been more than ordinarily fortunate, as it has been more than ordinarily careful among the best managed, the Lehigh Valley and the Baltimore & Ohio being of the number. This indicates that the roads of Indiana are in excellent physical condition, and are operated by capable and careful men. It is stated by railroad men of experience, who have traveled considerably over the roads of the last few months, that the road-beds are among the smoothest and most solid in the country. There is hardly an Indiana line which is not now laid with a heavy steel rail, thickly crossed tie. The bridges are practically new, and in equipments Indiana roads need not take a back seat to any of the East or West lines.

Personal, Local and State Notes.

General Manager Beach was in the city yesterday on official business. It is stated that between now and New Year's two of the five vice-presidential offices are to be closed. President Miller, of the Chicago, Milwaukee & St. Paul, is in bad health and will leave for Europe on Saturday, to be absent several weeks. The committee of the Central Traffic Association has decided that all way-bills for grain or other property shall be stamped with or written across the face "actual weight." The fourth annual convention of the Mutual Aid and Benefit Association of passenger and freight railroads will be held at Chicago, Illinois, on Saturday, November 24th. The session was devoted to organization. First Assistant Chief Ingram, of the Locomotive Brotherhood of Engineers, denies the story that the roads of Indiana are in position for the old men are returning to work on the road. Railroad clubs are being organized all over the country for the purpose of discussing railroad questions. These clubs are being organized by employers to membership, and are encouraged by the officials. The committee of the Central Traffic Association and of the Western lines have agreed upon uniform rules on business and operating of the Mississippi river and going to the Eastern seaboard. The roads centering here are to charge demurrage on cars not unloaded within forty-eight hours after they are placed in position for loading, giving twenty-four hours longer time than the Chicago roads do.

The accident reported on the Cincinnati, Indianapolis, St. Louis & Chicago road on Tuesday night, when the C. & I. engine was wrecked, proper, but on the Whitewater Valley road, over which the branch trains of the Big Four run. At the meeting of the Chicago and Ohio River Association in Chicago, on Tuesday, the only important business done was making the rate on waterborne goods shipped north, for 1889, 9 cents per 100 pounds to Indianapolis, and 15 cents to Chicago. To-day the Indianapolis car-works will complete its contract to build 2,500 coal cars, 60,000 pounds capacity, for the Atchison, Topeka & Santa Fe road, and the C. & I. road. These works have been built for the Santa Fe people nearly 8,000 cars.

President Hammond and Treasurer Atkins, of the Indianapolis, Decatur & Western road, yesterday made an inspection of the road. He stated that matters are progressing favorably looking to an extension which will greatly increase the value of the property. The Vandalia people have made a new departure, and now move on in transit for one cent per hundred pounds. The corn brought in here is shelled and then forwarded as being in transit. It is understood that the other Western lines are to adopt the same method of billing.

The Vandalia has within the past two years built six switching engines in its own shops, which are giving so much satisfaction that it has decided to build two more, and will, as well, this winter build a couple of freight engines after specifications of George Prescott, superintendent of motive power. The health of Mr. Britton, general manager of the Rome, Watertown & Ogdensburg road, is so poor that he will start for Europe this week to spend a year, taking his family with him. Mr. Britton is well known in Indianapolis and Cincinnati railroad circles, having been master mechanic of the Cincinnati, Indianapolis, St. Louis & Chicago road for some years.

The executive board of the American Ticket Brokers' Association made ticket-scraper Fry a brief visit. There is a little uneasiness among the scalpers over rumors that the Union Railway Company are to move against them, and it is believed that the ticket-scraper has been with the matter, the executive board being desirous of fully understanding the situation here. The Philadelphia Press says: "There is a strong feeling that the action of the New York Central in reducing rates, from whatever point of view it is viewed, was a great mistake. If Mr. De la Puë's idea was to drive the junior lines in he has failed to accomplish his purpose, as all of them except the Reading are taking freight at the reduction less the differential. If the move was made to save the Pennsylvania, it was certainly a failure."

The Cincinnati, Washburn & Michigan road, which does its business over the Erie line, objects to charging shippers through rates of demurrage where a car is not unloaded within a given time, and announce that they will ignore the instructions of the Erie, and will charge a little friction between the agent of the Erie and the agent of the C. W. & M. here, and the question will probably be left to the general managers of the two roads to settle.

After the payment of the coupons advertised for redemption by Receiver McNulta, of the Washburn road, there still remain payable four coupons on the first mortgage and seven on the second mortgage, on which the receiver has paid nothing at all. It has been conclusively shown that the current income of the road is insufficient to meet the interest on the first and second mortgage bonds, so that nothing of any value something for the consolidated or general mortgage bonds.

The classification committee of the trunk lines of the Central Traffic Association has completed its report, which will conform to the requirements of the Interstate-commerce Commission. In revising classes most freight have been graded up, so that nothing of any value heavier revenues. Commissioner Fink has called for a vote on the adoption of the classification, and it is thought that the members of the joint executive committees will unanimously approve of it.

LETTERS FROM THE PEOPLE.

The Sugar Tariff Puzzle. To the Editor of the Indianapolis Journal. In the Forum for November is to be found an article on "How the Tariff Affects Industries," by W. C. Breckinridge, now a member of Congress from the State of Kentucky, in which he says that the Republican party was always in favor of keeping the tariff on sugar until it was found that the Mills bill and the State of Louisiana were both in favor of it, too; then he says the Republican party discovered that the sugar duty was improper and should be repealed. It is true the Republican party, as an organization, has always favored a duty on everything which we had made to the East and material of which to make to the West is the fundamental principle of the Republican tariff laws. When the Mills bill and Louisiana advocated the repeal of the tariff on wool, lumber and salt, three of our main Northern products, then, and not till then, did the Republican party say, repeal the duty on sugar. It was done then in order to get the Democratic party to define what principle it was contending for. If it was on the principle, as they said, to reduce the cost of the necessities of life, the Republican party only asked

them if sugar was not a necessary of life just the same as wool or salt. Mr. Breckinridge gives us his plan in these words, "That the free list should be enlarged by placing thereon, so far as possible, the most useful and necessary articles of life as salt, lumber, etc., the crude material needed by manufacturers, as wool, flax, hemp, etc.; partly manufactured materials usable only in further manufacture, as iron plates, and to leave untouched such schedules as were so complicated with other interests as to create anomalies. Let us see if we can find the basis upon which to meet the needed reform. First he says he wants to enlarge the free list "by putting thereon, so far as can be justly done, the necessities of life, as salt, lumber, etc." Why not sugar also? We have the reason: The Southern wing of the Democratic party would not consider that "justly done," so it is left with a duty of 65 per cent. His second plan is to place upon the free list "crude materials used by manufacturers, and partly manufactured materials, that cannot be excepted by further manufacture, and to leave untouched such schedules as are so complicated with other interests as to create anomalies." Does he not know that almost all the sugar used in this country comes from Louisiana? His third plan is to place upon the free list "partly manufactured articles that cannot be excepted by further manufacture. His plan, further, is to leave untouched such things as might be excepted by further manufacture. This is a tax paid by the consumer, what interests would be antagonized by its removal? It is plain to be seen. It would reduce the tariff between the solid South and the free-trade Democrats of the North. These are the interests to be so zealously guarded by Mr. Breckinridge and his friends. Why not repeal the tariff on the sugar-grower, also? The sugar tariff is the conundrum that most Democratic orators failed to explain, and those who attempted it found it a stumbling block. The western growers of the North have answered it, and it is to be hoped their answer is final.

CRAWFORDVILLE, Nov. 19.

DEMONT KENNEDY.

To the Editor of the Indianapolis Journal.

Your editorial, republished in this morning's Sentinel, is a refreshing reading. The party would not elected General Harrison for the sake of the offices; nor is it to be cemented by the "power of public plunder." If he believes in civil-service reform in the fullest sense of the term, and it is not probable the President-elect will disappoint the great mass of his supporters, while it is necessary to make the appointments, a multiplicity of changes, merely for the sake of rewarding party workers, will weaken instead of strengthen the administration. The Democrats were good citizens until they got into power, but the rank and file were very hungry and thirsty, and they forced the President-elect to think again his better judgment. The Democrats adopted the principle of a half century ago by Wm. L. Marev. "To the victors belonged the spoils," and the result has not been sufficiently encouraging to succeed to warrant the President in repeating his policy. Nobody in the party deserves any appointment for services rendered unless he is eminently fitted for the position. The men who went to the front to Washington by the thousands for office after the 4th of next March, and have to borrow money of their friends to get home, would be glad if they were sent to work at a dollar a day. Of course I mean no offense to the 50,000 Hoosiers who are going to the inauguration. The Democratic party is glad to see them and will treat them as much as they can. The people are satisfied that General Harrison will give the whole country a successful and popular administration if the politicians give him any kind of a chance. The election has vindicated the selection of the candidate and all that is now necessary is for the office-seekers to be contented in patience until the President comes to serve their country, and if it does not come at all, don't grumble. Follow this advice and we will have many years of Republican rule.

MILWAUKEE, Wis., Nov. 19.

CONGRATULATIONS OF AN OLD VETERAN.

General Benjamin Harrison.

While I congratulate you most heartily on your election to the highest office in this world, I can say that you are the second Harrison that I have had the honor of voting for for President of these United States. The first was for William Henry Harrison, my first vote in the city of Indianapolis. I then resided where Southport is now located. My sincere wish is that your life may be spared. Yours sincerely, SAMUEL S. SEBEN.

VINTON, Ia., Nov. 19.

THE BANNER REPUBLICAN COUNTY.

To the Editor of the Indianapolis Journal.

In to-day's Journal I see a statement that Posey county is probably the banner Republican county of the State in the matter of Republican gain over 1884. Posey can go her almost a half better. With a total vote of 5,581, Posey county makes a Republican gain of 301. Pulaski county, with a total vote of 2,666, makes a Republican gain of 216. What county can beat us WINAMAG, Nov. 19. A. T. ATCHISON.

AMELIE RIVES' WEDDING NIGHT.

She Did Not Retire Until Six O'Clock in the Morning—Confirmed in Her Night Robe.

Lansdowne Post.

A lady who lives but a few miles from Amelie Rives-Chandler, the eccentric and famous novelist, is here on a visit, and tells me of some incidents and freaks connected with her marriage. She has never before in this print. The novelist is nothing if not sensational; so after the ceremony, instead of going immediately away on a bridal tour, she changed the whole order of things, packed her whole family and started them off up the country, remaining in supreme possession of her home, where she lingered several days before finally going East. The night of the wedding the house was brilliantly lighted after the gay streaks of dawn lit up the Eastern horizon, and the pretty bride was seen flitting through the rooms, and then to the altar, and then to the altar, and she played her harp and sang many songs. The day was fully born before she saw fit to seek rest, and not until a 6 o'clock dinner was announced did she make her appearance.

The story published that Mrs. Chandler was confirmed in her night robe my informant tells me, is literally true, only that it was ornamented with dainty and exquisite details. The bride, and would have done credit to a ball dress only for the shape of the garment. It is also said that when the bishop confirmed the pretty bride her loveliness so amazed the groom that he hardly knew how to perform the service.

Plein Talk About an Emperor.

Paris Letter in London Truth.

Paris Letter in London Truth. A Bavarian graff, fresh from Munich and bound for Madrid. "What did you think," I asked her, "of the young German Emperor?" "Well," she said, "he's hard to read. He's handsome, but he's a bit of a brute. There are times when he looks a ramrod of stiffness, coldness, and hardness. His mode of saluting at such times is curt and unpleasant;—eyes stare, and—must I say it?—glare. They are, when he is in his mood, imperial, but the blue-glass eyes of the Highlander at the tobacco-shop. There are other moods, when he is all fun and he will have him to the door. He is a violent fit of coughing. He romps with children, pokes in the ribs and tickles princely lads, licks with the dirty ladies, and is tickled with the daintiest of the daintiest. He flies to his head and sets his thoughts in a tangle. He hates bookish people and artists. They bore him. What he best liked after dinner was to get away to his own room and shut the door. The young prince of Bavaria and the Duke of Genoa. They laughed and talked far into the night. The prince smoked pipes and drank beer. The emperor smoked cigarettes and quaffed seltzer water. My impression of him is that he is at once crafty and impulsive. He means well, but will sin and repeat a good deal before he has got much older."

The Lachine Rapids to Be Utilized.

Montreal Star.

A syndicate, consisting of the Edison Electric Company, Messrs. McKim, Mead and Conway, engineers, and several Montreal capitalists, have purchased from the Matthews estate, for \$20,000, the Isle au Heron, which is situated in the center of the large Lake Rapide. It is stated that the syndicate purposes utilizing the magnificent water-power, which can be obtained by deepening the natural channel by which the island is intersected and directing a large body of water through it by means of breakwaters and dams. The company proposes tendering for the lighting of the city of Montreal with electricity, as well as furnishing houses, manufactories, and other establishments with the light. Mr. Conway was asked how they intended conveying the motive power from the island to the shore, and he replied by means of cables, but so far they had not yet decided in regard to that. They intended to begin work on the dam and breakwaters immediately, and it is estimated that if this is completed they will obtain at least 250,000 horse power. Engineers are now engaged surveying the island.

Disappointing in One Respect.

Washington Post.

Hubbard—Robert Kismore is getting talked about more than any book I know of. Wife (disappointed)—Yes, and it isn't a bit naughty, either. I've read it through from Preface to Finis.

CURRENT PUBLICATIONS.

"Shoshone and Other Western Wonders," by Edwards Roberts, discourses of the natural wonders and material progress of Utah and southern Idaho. The Shoshone or Snake river winds westerly from the Yellowstone Park through southern Idaho, and thence takes a sharp bend to the northward. Striking north from Oden, Mr. Roberts writes of the Snake river, which flows easterly to the Yellowstone Park, and so back to a settled country. The best measure by which to judge these beautiful falls is the proportion of the Snake river to the falls. The Niagara river falls 225 feet in twenty-five miles. At Shoshone the Snake descends 500 feet in four miles. The Great Fall of Shoshone is crescent-shaped and is 225 feet high by 150 feet wide. The plunge is "unbroken." The book has a preface by Charles Francis Adams, in which he points out the route of the traveler along the valley of the Snake river, and the historic ground trodden by Lewis and Clark, Pike and Bonneville. Twenty years ago it was a wilderness. Twenty years hence it will be scarcely less. The book is published by the Bowen-Merrill Company.

Col. Thomas W. Knox, one of the best and most successful writers of travel for the young, is out with a new book entitled "The Boy Travellers in Australia." It does not matter much that the author was never in Australia, he uses the information of those who have been there, and uses it with excellent effect. We have all heard of the boy travellers, and the historic ground trodden by Lewis and Clark, Pike and Bonneville. Twenty years ago it was a wilderness. Twenty years hence it will be scarcely less. The book is published by the Bowen-Merrill Company.

A very complete work of its kind is the "Fireside Encyclopedia of Poetry," collected and arranged by Henry T. Coates. The work was first published in 1878 and has run through several editions. This one, thoroughly revised, contains, besides judicious selections, the portraits of many prominent American poets, with facsimiles of their handwriting. About one hundred and fifty authors, English and American, are included. The book is handsomely bound, and is a most valuable as a book of reference, a dictionary of quotations and a compendium of poetical literature. It is an elegant book, and is well as a gift. The price is \$1.00. Extra cloth, gilt edges, \$1.50. Philadelphia: Porter & Coates. Indianapolis: The Bowen-Merrill Company.

"Marching to Victory," by Charles Carleton Coffin (Carleton), is a continuation of his history of the war of the rebellion, this volume covering the year 1863. This year was the turning point of the war, the beginning of the end of the rebellion, and was crowded with great and important events. Mr. Coffin became a war correspondent, and he has written the history of the war, and his historical studies are supplemented by personal observation. His style is clear and picturesque, and his description graphic in the extreme. The book is well as a gift. The price is \$1.00. Extra cloth, gilt edges, \$1.50. Philadelphia: Porter & Coates. Indianapolis: The Bowen-Merrill Company.

Jean Pierre de Béranger holds a high and unique place in modern French literature as a writer of stirring lyrics and verses of the period. He was born in 1780 and died in 1857, and was essentially the poet of the common people. A critic says: "He was in no way differentiated from the bourgeois, gave in that gift of exquisite expression which gave notice that the man was a poet. He was as well as felt in the poetry he had invaded literature as well as life." Béranger and his verses are the product of the revolutionary era. A collection of his poems, translated by different hands, is published in handsome style by the J. B. Lippincott Company, Philadelphia. Illustrated with vignettes. Indianapolis: The Bowen-Merrill Company.

An excellent book for young readers, and especially for boys, is "Blue Jackets of 1876," by Willis J. Abbott, author of "Blue Jackets of 1861" and "Blue Jackets of 1812." The title indicates the character of the work. It is a history of the naval battles of the American navy, together with a narrative of the war with Tripoli and is written in a style of interest as well as instructive to the young readers for whom it is designed. It is a history of the naval battles of the American navy, together with a narrative of the war with Tripoli and is written in a style of interest as well as instructive to the young readers for whom it is designed. It is a history of the naval battles of the American navy, together with a narrative of the war with Tripoli and is written in a style of interest as well as instructive to the young readers for whom it is designed.

Little, Brown & Co., of Boston, are publishing "The D'Artagnan Romances," by Alexander Dumas, in a new library edition, carefully translated from the French, without any abridgement. The first of the series is "The Three Musketeers," in two volumes, extra cloth gilt. The complete set will embrace four volumes. "The Three Musketeers" being followed by "Twenty Years After," in two volumes, and "The Vicomte de Bragelonne, or Ten Years Later," in six volumes. The complete set will be \$15. The present work being \$3. These works of Dumas hold a high place among modern French classics.

Rather late in the season comes a campaign life of Harrison and Morton by Rev. Gilbert L. Harney. The biographical part of the work is well written, and is followed by a brief history of the Republican party, and a statement of its position in the great issues of the day, with the Chicago platform and General Harrison's letter of acceptance. This part of the work is done by Edward C. Pierce. Altogether it is a good handbook of politics, and as a biography of two distinguished men it has a permanent value. Illustrated. Providence, R. I.: J. A. R. A. Reid.

Goldsmith's poem, "The Traveler," which has figured in so many editions and forms, is brought out in beautiful holiday style by the J. B. Lippincott Company, Philadelphia. Of the text nothing need be said. The book work is exquisitely done and it is beautifully illustrated with etchings by M. St. Taylor. It makes a handsome book, and is a most valuable addition to the library. Indianapolis: The Bowen-Merrill Company.

"The Household of Glen Holly," by Lucy C. Little, author of "Rolf Hove," etc., is a first-rate novel, and is a most interesting and brilliant, well-written story, with a good moral. It is published in informal style with the author's previous stories. Cloth, illustrated, \$1.00. New York: Harper & Brothers. Indianapolis: The Bowen-Merrill Company.

"Bob Burton, or the Young Ranchman of the Missouri," is a new story for boys by Horatio Alger, Jr., author of "Luck and Pluck Series," etc. Alger's books need no recommendation to our readers, and parents need not hesitate to approve them. Philadelphia: Porter & Coates. Indianapolis: The Bowen-Merrill Company.

Harper & Brothers, New York, have published in book form "In Far Lochaber," the novel by William Black which was a serial in one of their periodicals. Mr. Black's novels need no introduction to readers of choice fiction. Indianapolis: The Bowen-Merrill Company.

"The World Went Very Well, Then," a new novel by Walter Besant, is published by Harper & Brothers, New York.

Gen. George A. Sheridan, the Major and lecturer, is out with a new book, "The Story of a Medical Friend in Trying to Cure a Case of Cholera," as an illustration of why, after the pension, fisheries, Chinese and West affairs this country, the doctor's chestnut tree was near his house. He had observed a lad of twelve or fourteen sitting under the trees with a basket to pick up the apples. He set a trap for the youngster by arranging a skeleton of a man where he could suddenly see it from his window. The lad had filled his basket one

morning, when the doctor pounced on the window to attract his attention. The youngster turned and discovered the writhing skeleton. With every hair standing on end he made a rush for the door, and out into the street leaving his nuts behind. The doctor opened his front door as the lad was passing on the other side of the street, and called to him. "Come here," he said. "No, sir," said the boy, "I don't want to see you," said the doctor. "No, sir," said the boy, and then, evidently picking up courage, he continued. "And say, mister, you can keep those ghosts out of the house. I don't want 'em. I've seen you with your clothes off."

Origin of Nottingham Lace.

A frame-work knitter of Nottingham, England, named Hammond, according to Gravenor Hensen, about the year 1768 was the first who made lace by machinery. Though disappointed and without money, employment or credit, the idea struck him, while looking at the broad lace as it was a cap, that he could fabricate a similar article by means of his stocking frame. He did and succeeded. The first machine was entirely for lace, introduced into Nottingham about the same period, was called a pin machine, for making press point net in imitation of Brussels. The warp frame was first introduced for making warp lace, and in 1790 the first attempt at making bobbin net by machinery was made, but without success. However, in 1809, Mr. Henson, of Tiverton, succeeded in discovering the correct principle of the bobbin-net frame, and obtained a patent for fourteen years. Since that time the power lace has been produced in this manufacture by John Lindley in 1816-16, but did not come into active operation until 1820, or general in its use until 1822-23.

Mr. Sonlwin "In the Soup."

Kingston (N. Y.) Freeman. "Phwat was the matter wid yer hooband, last night, Mrs. Sonlwin? Sure I heard him shoutin' like a crazy man." "It was pollyctick," Mrs. Fogarty. Ye see Mike went down stairs to find out who was elected President, and win he kum back I sid to him, 'Is Cleveland elected?' 'Cleveland was elected,' said Mrs. Sonlwin. 'Is he in the soup?' 'Soup,' said I, 'sure ye must be dinned,' 'Is cabbage and parates we had to-day, an' a divil a bit of soup?' 'Ye don't understand, Mrs. Sonlwin. Cleveland was dinned,' 'Mike went down stairs to find out who was elected President, and win he kum back I sid to him, 'Is Cleveland elected?' 'Cleveland was elected,' said Mrs. Sonlwin. 'Is he in the soup?' 'Soup,' said I, 'sure ye must be dinned,' 'Is cabbage and parates we had to-day, an' a divil a bit of soup?' 'Ye don't understand, Mrs. Sonlwin. 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